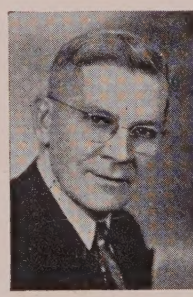


Active SOGES Directors are these Past Presidents which include: William H. Gassler, Rosenbaum Brothers, Chicago; Oscar W. Olsen, Elevator Division, F. H. Peavey & Co., Duluth; Edward J. Raether, Brooks Elevator Corp., Minneapolis; Ted C. Manning, Uhlmann Grain Co., Kansas City; Percy C. Poulton, N. M. Paterson & Co., Ltd., Fort William, and Paul H. Christensen, Van Dusen-Harrington Co., Minneapolis.

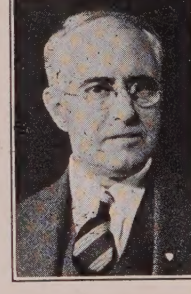
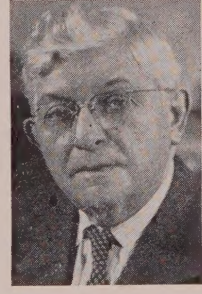


Gilbert P. Lane, Arcady Farms Milling Co., Chicago; R. B. Pow, Alliance Grain Co., Ltd., Fort William, and Herbert C. Brand, The Baker Oats Co., Cedar Rapids, are also Past SOGES Presidents and presently helpful Directors.

Harold C. Wilber, A. E. Staley Mfg. Co., Decatur, Ill., winds up a successful year as SOGES President at Kansas City. Clifford A. MacIver, Archer-Daniels-Midland Co., Minneapolis, has busily served this past year as Second Vice President. Charles J. Winters, Public Grain Elevator, New Orleans, is another hard-working SOGES Director.



More interested Directors of the Superintendents' Society include: John A. Mack, Standard Milling Co., Buffalo; H. L. Henrikson, Terminal Grain Co., Sioux City; Emil Buelens, The Glidden Co., Chicago; Fred A. Sibbald, National Grain Co., Ltd., Fort William Chapter Secretary; Charles Walker, Archer-Daniels-Midland Co., President, and John T. Goetzinger, Archer-Daniels-Midland Co., Secretary, Omaha-Council Bluffs Chapter.



Also progressive SOGES Directors are: Cornelius H. Halsted, General Mills, Inc., Buffalo Chapter President; James Auld, Hales & Hunter, Minneapolis Chapter Secretary, and Clarence W. Turning, Minneapolis, SOGES Safety Contest Director.

Joseph A. Schmitz, Chief Weighmaster, Chicago Board of Trade, heads the SOGES "Founder Members Club." Two other members include: O. B. Roberts, B. F. Goodrich Co., Chicago, and E. J. Martin, Norfolk Elevator Co., Norfolk.

GRAIN

MAY, 1947

THE MAGAZINE OF PLANT MANAGEMENT AND OPERATION

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Publisher and Editor

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Business Manager—Advertising

A. D. LOGAN

Circulation Manager

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New York (17)

50 E. 42nd St.

Chicago (10)

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OHIO HAS MOST WHEAT FARMS

The state of Ohio has more farms producing wheat than any other state, but it's Kansas that produces the most wheat.



SNOOPER, the boiler-room cat, says: Keep a constant and careful check on your extinguishers. Don't YOU get into a hot spot through carelessness.

GRAIN

Revival or Resurrection?

Asks OSCAR W. OLSEN

SOGES SAFETY COMMITTEE CHAIRMAN

GLOBE ELEVATOR DIVISION, F. H. PEAVEY & CO., DULUTH

Is our Safety Program dead, or merely dormant? If it is dead and buried, is it worth resurrecting? If it is merely dormant, should it be revived?

True enough, we have had the semblance of a Safety Program for the past two years, but for various reasons we have not functioned together on accident prevention problems with any degree of efficiency.

Increased Rates Result

While many of our companies have continued their Safety Programs with varying degrees of success, we—as a group—have done little, and the accident record of our industry shows it. Besides, this poor record is beginning to be reflected in increased insurance rates.

What we lack most in our safety efforts is FAITH in our ultimate success, and ENTHUSIASM for our safety activities. With FAITH we can resurrect the activities which have been buried through neglect and put new life into our most necessary safety activities, and with ENTHUSIASM we can continue to strive and carry the revival to such a degree of wakefulness that there will be no further relapse—as safety cannot lay dormant without hazard to us all. I believe our objective of eliminating preventable accidents is worth the FAITH and ENTHUSIASM of us all. This has been lacking in the past, even among members of our Safety Committees.

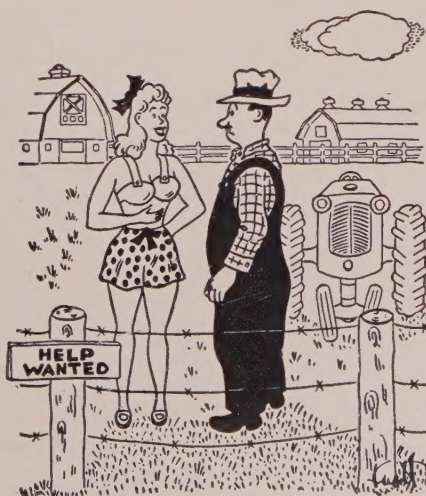
We have had poor support of the few projects which we have attempted. Our Safety Study Course represented a great deal of work and, I believe, was well prepared, but due to publication difficulties it was not printed with regularity in GRAIN. It may be even that many of you are still unfamiliar with this Study Course.

It was hoped that there would be sufficient demand among our mem-

Unsettled business conditions, multi-front disturbances, post-war unrest, and unstable employee reflexes combined to register a sub-average Frequency Rate of 30.21 among all the many participants in the 10th Annual SOGES Safety Contest last year, along with a Severity Rate of 0.70. . . . Safety-ite Oscar Olsen wonders what the true totals would have been had the other 75%, who were also entered in the contest, reported. Were their figures poorer than those who did report? Is that why their records were withheld? . . . Out of a total of 4,137,762 man-hours worked, there were 125 total accidents reported, 2,895 total lost days.

But 1947 is going to be different! The record-breaking attendance, meeting for the SOGES 18th Annual Convention in Kansas City, are, after hearing this report, going back to their respective grain handling and grain processing plants bound-determined that things are going to be different, safety-wise. . . . And the nine safety trophy winners this year, coupled with the several dozen from the preceding two years, are going to bend every effort to see that no one noses them out of top position in their groups. . . . This commendable inter-plant competition really produces results for those willing to expend the effort, which, as Chairman Olsen puts it, should include every terminal and subterminal grain handling and grain processing plant in this continent. . . . Why not enter yours today?

bers and others for a booklet con-



"The County Agent told me you go for strip and contour farming."

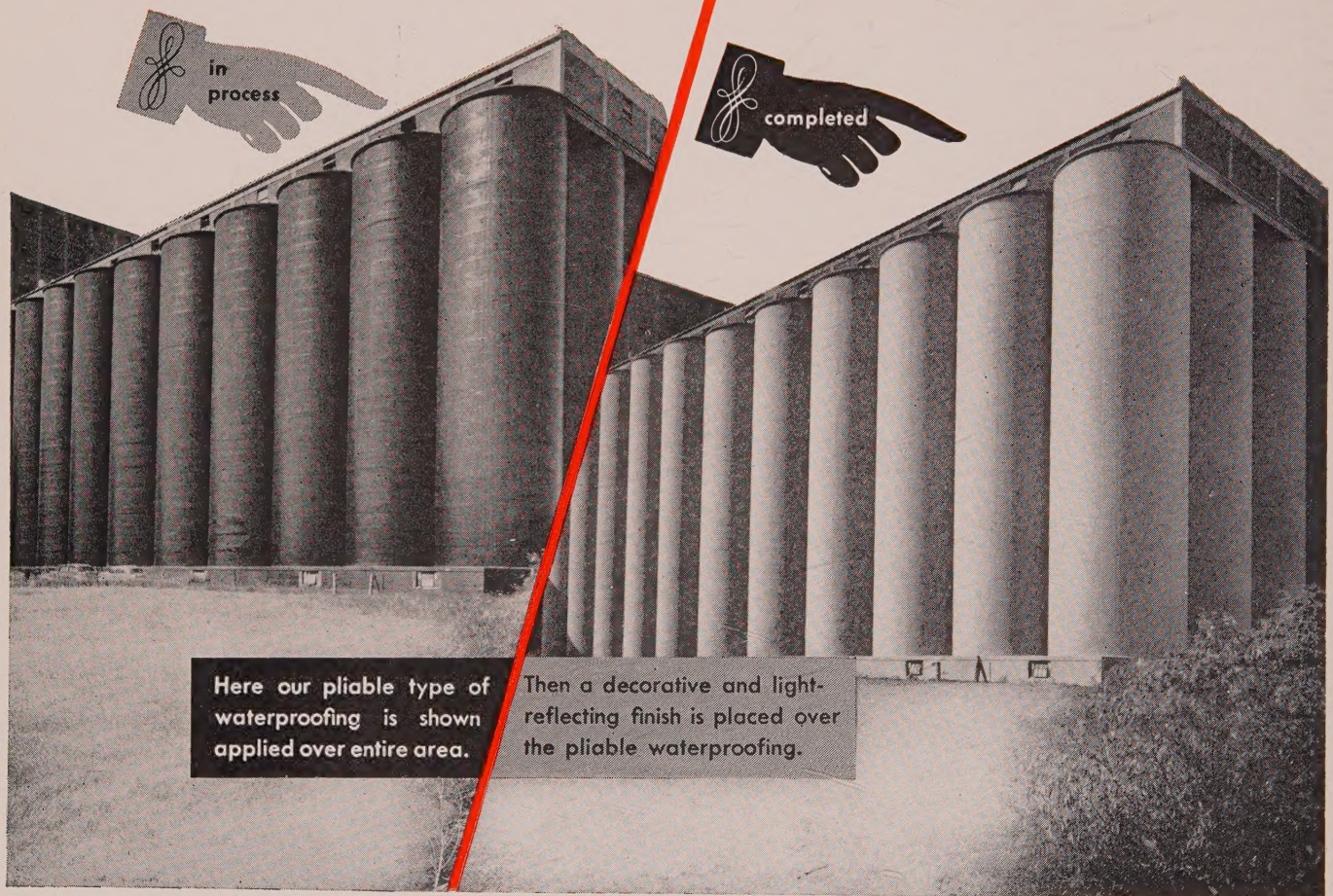
taining this Study Course in printed form, but apparently we did not "ring the bell" because very few orders for such a booklet have been received by your Secretary. If this Study Course merits your approbation, please express yourself accordingly. Order copies for your foremen and safety committees so that the good ideas expressed therein by your Committee will not be wasted.

You Should Join Safety Contest

We are still carrying on our Safety Contest—and I again solicit your support for this contest in 1947. It costs only \$5.00 to join and all the entry fees are expended entirely on safety efforts for you.

We are willing and anxious to continue our efforts in behalf of SOGES Safety matters, but we must

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have more coöperation from our members, whether or not they are interested in the Study Course, the Safety Contest, or any one objective. Let us hear from you in regard to your problems. Let us know if there is any safety material which you desire or any way we can help you. We are especially anxious to hear from you in regard to serious or unusual accidents. Let us know just what happened and what steps you have taken

to prevent a recurrence.

Let us work together on safety this year. Each of us has found that we cannot lick the accident problem alone, but if we pool our ideas and experiences perhaps we can again turn in good safety records for our group of grain plants. If we don't, we may be haunted by severe injuries and heavy costs, resulting from preventable accidents.

SAFETY CONTEST 1946 RECAP

The winners in the 1946 SOGES Safety Contest are as follows:

CLASS I (over 250,000 man hours worked). Trophy to Public Grain Elevator, New Orleans, Charles J. Winters, Superintendent, for 322,127 man hours worked—3 lost time accidents, 441 lost time days—Frequency 9.31, Severity 1.37.

CLASS II (100,000 to 249,999 man hours worked). Trophy to Reliance Grain Co., Ltd., Fort William, R. B. Pow, Superintendent, for — 119,717 man hours worked—2 lost time accidents, 79 days lost time—Frequency 17.54, Severity 0.66.

CLASS III (60,000 to 99,999 man hours worked). Trophy to The Quaker Oats Co., Akron, Lewis Inks, Superintendent, for 65,790 man hours worked—No lost time accidents.

CLASS IV (30,000 to 59,999 man hours worked). Trophies to: Stratton Grain Co., Schneider, Ind., Walter Myers, Superintendent, for 42,937

man hours worked—No lost time accidents;

Rosenbaum Brothers, Omaha, John T. Goetzinger, Superintendent, for 37,087 man hours worked—No lost time accidents, and

Port of New York Authority Grain Terminal, Brooklyn, George A. Cole, Superintendent, for 36,263 man hours worked—No lost time accidents. This terminal has now gone 495 days without an accident.

CLASS V (Less than 30,000 man hours worked). Trophies to: Stratton Grain Co., Chicago, Logan Veatch, Superintendent, for 18,824 man hours worked—No lost time accidents;

Van Dusen-Harrington Co., Crescent Elevator, Minneapolis, Walfred Augustson, Superintendent, for 16,433 man hours worked—No lost time accidents, and

Anheuser-Busch, Inc., Springfield, Mo., C. W. Wallace Clark, Superintendent, for 14,910 man hours worked—No lost time accidents.

ACCIDENT SUMMARY—1946

10th Annual Soges Safety Contest

CLASS I (over 250,000 man hours worked)

Key No.	Man Hours Worked	Lost Time Accidents	No. of Lost Time Days	Frequency Rate	Severity Rate
X-71	322,127	3	441	9.31	1.37
C-105	255,764	4	160	15.64	.63
K-26	307,075	6	67	19.54	.19
C-2	865,500	20	464	23.11	.54
C-23	421,713	14	99	33.20	.23

CLASS II (100,000 to 249,999 man hours worked)

F-10	119,717	2	79	17.54	.66
C-102	187,095	6	357	32.06	1.91
S-49	164,426	6	96	36.49	.58
F-20	171,541	7	84	40.81	.89
G-52	109,516	6	70	54.78	.64

CLASS III (60,000 to 99,999 man hours worked)

A-50	65,790	0	0	0	0
W-64	80,886	2	10	24.73	.11
M-96	97,386	3	33	30.81	.34

D-3	96,379	3	25	31.13	.26
E-58	80,406	3	33	37.3	.41
M-40	50,650	2	55	39.49	1.08
M-37	60,412	4	?	66.21	?

CLASS IV (30,000 to 59,999 man hours worked)

X-67	42,937	0	0	0	0
O-31	37,087	0	0	0	0
X-99	36,263	0	0	0	0
N-62	38,519	1	6	25.96	.16
X-92	37,765	1	5	26.48	.13
G-61	33,117	1	10	30.19	.30
K-1	55,746	2	31	35.87	.56
H-57	54,125	2	53	36.95	.98
M-41	42,908	2	435	41.92	10.14
K-27	52,618	3	32	57.01	.61
M-39	32,454	2	19	61.62	.58
P-14	56,746	7	177	123.18	3.12
D-106	44,700	6	15	134.23	.34

CLASS V (less than 30,000 man hours worked)

C-66	18,824	0	0	0	0
M-36	16,433	0	0	0	0
X-81	14,910	0	0	0	0
M-38	23,124	1	2	43.24	.08
M-42	22,316	1	4	44.81	.18
M-25	20,787	4	33	192.43	1.59

TOTAL REPORTED 1946

	No. of Accidents	No. of Lost Time Days	Total Man Hours Worked
Class 1.....	47	1,231	2,172,179
Class 2.....	28	686	752,295
Class 3.....	17	156	531,909
Class 4.....	27	783	564,985
Class 5.....	6	39	116,394
	125	2,895	4,137,762

Total man hours worked.....	4,137,762
Total accidents	125
Total lost days.....	2,895
Frequency	30.21
Severity	0.70

MANLIFT BELT BREAKS

When the belt of a manlift he was riding broke, an Iowa corn refining employee fell to the ground floor, fracturing his skull, and dying shortly afterwards. Other workers found him some time after the accident.

DIES FROM MANLIFT FALL

Found near the manlift on the second floor of a Minneapolis grain plant, while his lunch box and clothing were found on the fourth floor, a worker suffered a hemorrhage, crushed chest, and broken back from the fatal fall.

SCAFFOLD COLLAPSES

When the scaffold on which he was working while painting a sign on a Kansas elevator firm's plant collapsed, a 26 year old Navy veteran, father of three children, died shortly after a 90 foot fall, from a broken back and internal injuries. Two other painters fell, one of them landing on a dust collector.

HIS NUMBER NEARLY UP

His trouser leg was caught and his clothing torn from his body before a grain elevator construction carpenter's cry for help brought someone to turn off the machinery on an Illinois job recently. He had moved too close to the machinery while repairing a conveyor belt. His ribs were fractured on the left side and he sustained multiple bruises on arms, legs and chest.

REMARKABLE SAFETY RECORD

One Nebraska plant made a remarkable safety record, so the management made the most of the accomplishment. A parade of company trucks and cars, well placarded, preceded a banquet in the evening and the awarding of certificates and citations to employees for the showing.

CREATING INTEREST

Our personal safety and the safety of those we supervise is of the utmost importance. It should rate among our foremost interests.

Yet the safety engineer well knows how little interest the average person shows in avoiding accidents.

Among many reasons are: "people don't like to think"—and on occasions when they do use their minds they reason that "accidents may happen to the other man but not to me."

The saying goes that "people would rather die than think." Thousands of them seem intent on proving the truth of this adage by inviting accidental death.

To create interest, make every individual visualize how serious accidents are. Tell him, for instance, that among males accidents rank third as the cause of death, with heart disease first, and pressing cancer a close race for second position.

Here's the big difference—95% of accidental deaths can be prevented. Can doctors even approximate a batting average like that in dealing with heart disease and cancer?

Likewise, tell parents that for children and youths up to 19, accidents are the Number One cause for death.

Emphasize also that applying good common sense, which means "thinking," will prevent most accidents.

Make liberal use of all accepted methods of increasing interest — posters, bulletins, letters, color, contests, stunts, and personal contacts. Keep your objective in mind to "GET PEOPLE TO THINK!" An understanding of human nature and applied psychology is essential.—Clarence Dow, Northwest ASSE Chapter.

LEAF FROM WIFE'S BOOK?

I believe that the safety director should take a leaf from his wife's "Rules of Good Housekeeping." By that I mean, when we designate a woman a good housekeeper, we know that she is capable of running her household well.

First, she is economical and exercises care when buying food and household necessities. Although she is careful of what she buys, she does not hesitate to spend a few more cents for an article when she knows that the quality is better than that of a cheaper brand.

Second, she is scrupulously neat and clean. You will find no dust in the book cases or cigar ashes in the

corners of the home of this good housekeeper.

Third, she knows how to handle her family so that they will give their cooperation and be proud of her and their home. She will not nag them, but will teach them the virtues of cleanliness, consideration for others and self-respect. She will teach them that they have an equal stake in the home and that they get out of it just what they put into it.—Paul Schuler, Hamm Brewing Co., St. Paul.

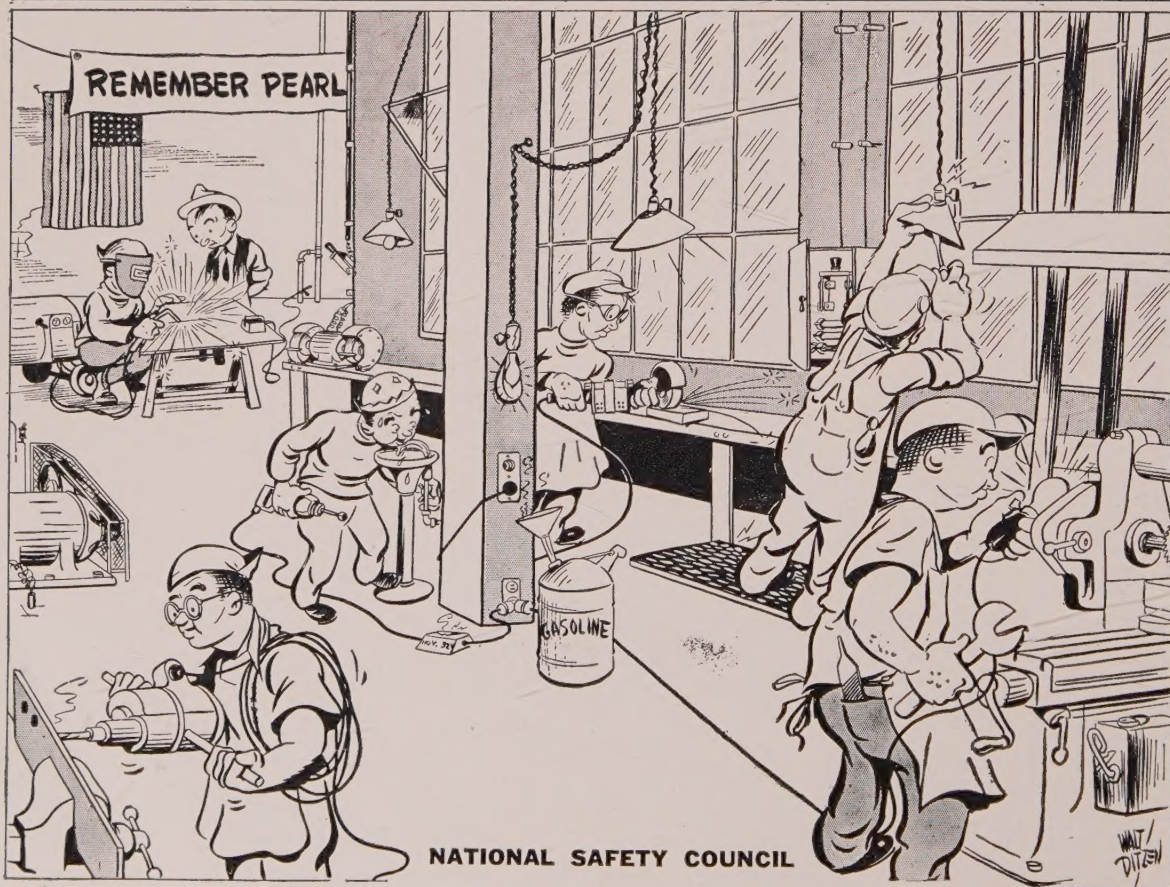
OVERCOME PAINTING TANK

Using a lacquer-type paint on the inside of a tank in a New York grain processing plant, firemen revived two painters after they had been overcome.

WATCHMAN INJURED

Plunging 20 feet through a 30-inch square opening in the floor, a watchman in an Illinois grain terminal suffered a broken neck, fracture at the base of the skull, and a fractured right shoulder and left ankle when he fell down into the pit. He was found several hours after his fall.

WHAT'S WRONG WITH THIS PICTURE?



Safety Study Course

Chapter Two, by CLARENCE W. TURNING

The following Chapter concerns itself particularly with the place of the Foreman in the Safety Program. Like further material to be presented, it readily lends itself to expansion for emphasis upon phases of the safety training that seem particularly necessary in light of past experiences both in individual as well as kindred plants. [Save this chapter for your permanent files.]

A SAFETY PLAN FOR YOUR PLANT

Lesson No. 6

That is your job! All we can attempt to give you in this series of safety suggestions is an outline of methods which have been used in other places. Through your study and deliberations you may wish to adopt some of them. The best safety plan is the one that fits your conditions. You are the only one that knows the conditions, and if you help to set up a safety plan for your plant it will be "tailor made" for your operations.

The Management will do its part. For instance the company will:

1. Provide safe tools and maintenance equipment.
2. Safeguard machines and hazardous operations and conditions.
3. Provide good housekeeping, good lighting and good ventilation.
4. Provide and maintain adequate first-aid and sanitary facilities.
5. Supply necessary personal protective equipment, such as goggles, gloves, respirators.

These things cannot be accomplished in a few weeks. A safe environment comes from a gradual evolution in which employees assist, and in which they are given time to adjust their habits of work and thinking to the physical change. When we all help to bring about better conditions safety becomes simply a part of the right and usual way of doing things.

STORAGE AND PLANT YARDS

All roadways and walkways should be kept in good repair, free from debris and obstacles of all kinds. Well defined walkways will encourage the men to use them and decrease the practice of walking on railroad tracks or taking short cuts.

Where buildings are situated near railroad tracks, or have doorways opening directly onto tracks, it is important that steps be taken for the protection of those who use such doorways. Guard railings should be placed immediately outside doorways.

Railroad and truck scales should be kept in good condition. The facing around scale pit should be flush with the ground and the scale platform should be well planked.

In the piling of material, sufficient clearance should be observed between piles and railroad tracks or road-

ways to insure safety. The state clearance laws should be complied with.

The use of crow-bars or pinch bars for starting or moving cars has resulted in many accidents. A car mover should be used for this purpose. The shifting of cars by means of a winch presents serious hazards because of the possibility of cable breaking or hook slipping off car. Careful supervision is necessary to do the work safely.

An orderly yard is a safe yard. A safe yard is an efficient yard and is a very important element in the efficiency of the plant.

Yard men should be extra careful in extremely cold weather. Cold weather numbs the senses and, like mid-summer heat, makes the person less alert. In the winter it is also necessary to keep walks and stairs free from ice and snow. Icicles sometimes are dangerous. They should be removed promptly to protect employees who pass in their vicinity.

WORKING AROUND CARS

As previously stated herein the Safety Instruction Cards issued by the National Safety Council give very useful information relative to special hazards. A good example is the following:

HOW TO OPEN AND CLOSE A BOX CAR DOOR

1. Make sure that the door is held securely to the hanger or rails and cannot fall.
2. Avoid nails, splinters and other objects which might cause injury to your hands.
3. Be sure of your footing and brace yourself so that if the door is difficult to open you will avoid a fall or a strain.
4. Grasp the door by the hasp or handle. A slight lift while pulling or pushing, may make the door move more easily.
5. If the door is stuck use a small steel bar, if necessary, to pry it open. Do not use a maul, a big bar, or a heavy timber.
6. Open the door a short distance first and examine the lading to make sure that nothing can fall out when the door is opened wide.
7. When closing the door, push from back of the door, always keeping your fingers on the outside door surface.
8. Whether opening or closing the door never allow your fingers to get between the door edge and

the door jamb.

9. Report all defective box car doors to your supervisor so that the railroad company may be notified.

If you are using a mechanical or machine device for opening grain doors it might be well to have a full discussion on the use of this device. Perhaps you may decide that you should formulate some company rules covering this operation.

HANDLING MATERIAL

Lesson No. 7

"People are not born with a knowledge of how to work with tools. They MUST learn the best and safest ways."

Twenty-four per cent of all industrial injuries are attributed to unsafe handling of objects. Strains and sprains are the most common injury resulting from handling objects, accounting for 44 per cent. About one-fourth resulted in cuts or lacerations, another one-fourth were fractures, bruises or concussions.

Studies conducted by the National Safety Council indicate that handling materials accidents are primarily the result of unsafe working habits such as lifting improperly, carrying too heavy a load, or unsafe manner of gripping. Another important factor was the failure to wear personal protective equipment such as gloves and safety shoes.

It is suggested that the piling and handling of materials at your plant be checked to make certain that you are following correct practices in the following respects:

1. Proper piles.
2. Proper methods of loading and unloading.
3. Avoiding danger of cave-in on piles of bulky material.
4. Proper passageways are maintained.

HOW TO LIFT

Even though you are as strong as an ox be careful how you lift. Even if your back and abdominal muscles were made of steel, there would be a limit to the strain they would stand. Lift with your legs and not with your back. Learn to lift the proper way to avoid strains. Bend your knees, keep your body erect, keep your mouth open, then push upward with your legs.

BAG PILES

Take the attitude that no bag pile is safe. Keep alert when working around them. They are piled as perfectly as humanly possible, but you cannot take a pile of 100 pound bags for granted. If your duties require you to build or tear down piles, make certain that you follow plant rules concerning these operations. If in doubt, ask your foreman.

When handling pipes look out for sharp threads or burrs.

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Two models available. 3 HP. motor or 5 HP. motor. Both models use a two-inch diameter hose for pick-up. The 5 HP. motor equipped ROTARY can be furnished with two 2-in. hoses or one 2½-in. diam. hose for heavy spillage, etc.



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HAND TOOLS

Lesson No. 8

"Care in using files, hammers, bars, wrenches, and other hand tools will keep your name out of the accident file."

Hand tools account for about 6 per cent of the industrial accident cases. Knives and hammers are the principal hand tools involved in occupational accidents. Usually the worker was struck by the tool.

In inspecting hand tools look for the following defects:

1. Dull?
2. Mushroom heads?
3. Split or loose handles?
4. Unsuitable for the work performed?
5. Air or electric tools (look for special hazards)?

Accidents with hand tools also occur because they were made of poor material or with improper tempering; also because the workman used the wrong tool (a machinist's hammer should not be used for driving nails, and so on).

Reports also indicate many accidents occurred because they were used the wrong way, or so as to exceed the intended capacity (for example, a pipe extension on a wrench handle, facing the wrench the wrong way, or pulling a draw knife toward the knees).

Lack of eye, head or other body protection may also be indicated in many of these accident reports.

Little chips cause big damage. The penetrating power of a chip struck from shock tools, such as chisels, punches, hammer and sledges is almost unbelievable. Chips from hand tools have even caused fatal injuries where arteries have been cut and the blood flow has been excessive.

BROKEN SCOOP INJURES PELVIS

While helping unload a boat, a New York grain shoveler suffered an injured pelvis when a grain scoop broke.

KILLED IN TANK OF MEAL

Fellow workers were unable to dig fast enough to save the life of a Chicago soybean plant employee who was buried when a large cylindrical tank of meal enveloped him. The tank was 35-ft high and 20-ft in diameter.

LOSES LEG TO HIP

An assistant foreman of a Kansas plant had gone to the conveyor compartment to shut off the flow of wheat. While jumping over the conveyor he knocked off the lid, his left leg getting into the screw. It was severed at the hip. He pulled himself out of the elevator so that his cries for help could be heard over the noise of the machinery.

Shock tools should be made of carefully selected steel that is hard enough to withstand blows without mushrooming excessively, and still not so hard as to chip or check. From a safety standpoint it is better to have the tools a little too soft rather than too hard. Soft tools can be dressed frequently and should be, whereas a chip may fly from a hard tool without warning.

JACKS

When a load is elevated on jacks, wherever possible place blocking to support the load. At no time work under a vehicle or load of any kind supported on portable jacks without the protection of adequate blocking.

"To perform a piece of work without the necessary tools or equipment is to court danger."

GRIPE ABOUT GRAIN DOORS

This office has had several unfavorable reports about the way the country elevator operator installs grain doors. The big gripe is that the nails used are too big, and that the grain door is heavily damaged in the process of removing.

Small nails will do the job just as well as a forty penny spike because the weight of the grain will keep the door in place once the car is loaded. Therefore, all the nail has to do is keep the door in place while the grain is being loaded.

In view of these complaints, and because there is really no necessity for using spikes, this association requests that each member check the method used by his crews in loading cars and make the necessary corrections. This will take very little time and everyone will benefit.—Pete Stallcop, Secretary, Pacific Northwest Grain Dealers Ass'n, Inc., Spokane.

[To which we can add that we hope every other state or sectional grain and bulk grain products association secretary will similarly continually hammer away at his membership until this difficulty is surmounted.]



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Send for our Capacity Analysis Form No. 76. We will tell you how you may improve your operations. Our recommendations are guaranteed.

AIRING CLOTHES

It seems that few acknowledge trouble with employees using compressed air to clean their clothes—or they have the problem under control.

Harry Elsey, Superintendent, Ralston-Purina Co., Montreal, Quebec, writes:

"We are very definitely against using compressed air for blowing off dusty clothing when being worn. If ever there was a dangerous practice it is this one. A repeated offender should be discharged for his own safety and because of his bad influence on others.

"Removing the valve handle of the air line cuts down the temptation to those who have no particular reason to use compressed air. Those people needing the compressed air have access to the handle, and the problem of numbers is less severe."

Provides Low Pressure Air

Steve Horrell, Manager of Operations, Carey Salt Co., Hutchinson, writes:

"In putting up some grades of salt, flour salt in particular, there is a great deal of dust and some of our employees are exposed thereto. We tried every way to see that air was

not used for cleaning the clothes, particularly while being worn by the individual. However, we were not successful in accomplishing same.

"We never had any accidents as far as we know, but always appreciated the existing danger of using high pressure air for removal of this dust from the clothes of the employees. So we finally decided to provide low pressure air for this particular use.

"We therefore arranged a reducing valve station at a point that is convenient for the affected employees. The maximum pressure developed is some 10 lbs. on the low pressure side. Anyone wishing to use the air for cleaning must use this low pressure air.

"All employees know that it is against plant rules to use high pressure air, and we in turn have gotten the coöperation of all of our employees on this matter. In fact many employees who have no occasion to use air for cleaning clothes will caution others about using high pressure air and will direct them to the low pressure air station.

"We possibly appreciate the fact that air at any pressure is not the best thing for cleaning, but certainly the low pressure air is not as dangerous as air of the high pressure. By providing a place where low pressure air can be obtained we can reprimand any employee who uses high pressure air for cleaning clothes. We feel that low pressure air is the lesser of the two evils."—Food Section News Letter, National Safety Council.

BUCKET STRIKES WORKER

When a bucket fell and struck him on the head, a worker in a new Ohio grain processing plant suffered a severe scalp wound.

FENDER BENDERS



SEND YOUR EXPEDITER FISHING!



IMMEDIATE DELIVERY on standard sizes of Grain Belting to 30" x 6 ply—non-stock sizes in 3 to 6 weeks, depending on brand.

With better service . . . higher quality . . . and competent engineering advice, we seek to merit your consideration.

Others have found our products continuously reliable since 1910 and 1912.

IMPERIAL BELTING COMPANY

1750 S. Kilbourn Ave.

Chicago 23, Ill.

For Your Bulletin Board

Daily Safety Reminders

- 1 Memorize the location of all fire extinguishers and fire exits.
- 2 The world series is fun, but an accident is serious.
- 3 Are all fire doors closed and in good condition?
- 4 Don't be at sea in regard to safety rules; read and study them often.
- 5 Learn how to use the fire extinguishers.
- 6 When the machine is guarded, don't forget the "unguarded mind."
- 7 If someone means all the world to you, you have an extra good reason to be careful.
- 8 Be the spark plug in our safety organization. Set a good example and others will follow.
- 9 Never go between moving cars and engine.
- 10 Wear clothes suitable for the job and weather.
- 11 Carelessness and accidents go together—like bacon and eggs.
- 12 One fumble and the game may be lost—one mishap and your safety record is gone.
- 13 How is your punting? A "No Accident" record is nothing to kick about!
- 14 There is but one straight road to Success and that is Merit.
- 15 Dress safely for your work. Don't give a machine a chance to grab you.
- 16 Always be careful or you may always be crippled.
- 17 Goggles protect the most important part of your body—your eyes. Treat them as you would a pair of fine glasses.
- 18 The time for safety is ALL the time.
- 19 Use safe tools and use them carefully.
- 20 "I was only fooling" is no alibi for having injured a fellow worker.
- 21 To live is not merely to breathe, it is to act.
- 22 "Pick-up and clean-up" around the yard before "stumbling blocks" become hidden.
- 23 Keep goggles between your eyes and danger.
- 24 Learning without thought is labor lost.

We believe that each Superintendent will find some way of using these reminders to good advantage. Where you have bulletin boards or blackboards, you may wish to post (or write) these reminders on those boards. You may also use them for your own series of instruction cards, pay-roll inserts, etc.

By using the entire series, either on bulletin boards or by distribution to all employees, you will reach all workers in the plant with a succession of messages which will call their attention to all known hazards at least once during the year. SOGES Safety Contest Director Clarence W. Turning invites your comments and suggestions.

- 25 Don't barge around corners without looking.
- 26 Have soda acid and foam extinguishers been brought into a warm place where they won't freeze?
- 27 Test air compressor safety valves frequently. Once a week is not too often.
- 28 The doors of Opportunity are marked "Push" and "Pull."
- 29 An ounce of prevention is worth a ton of compensation.
- 30 The eagle considers the lamb lawful prey and Old Man Accident preys on Careless Men.
- 31 Damage from pranks reminds us that we should check every job for unsafe practices.

PREVENTING INDUSTRIAL ACCIDENTS

The two reasons for preventing industrial accidents are humane and economic.

The first and foremost reason for accident prevention is the avoidance of human suffering. Safety engineering becomes an activity directed toward improving the lot of industrial workers. The rewards flow to and affect the lives of workers' dependents.

Pain, suffering, and wrecked lives are not necessary by-products of industry, and the safety engineer must never make a single concession on this proposition.

Industrial workers must be shown, convinced, and made to realize at



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INSTALLATION
CONSTRUCTION
ALIGNMENT
ALTERATION
RECLAMATION
REPLACEMENT
INTEGRATION
MAINTENANCE**

A SYMBOL OF

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✓ **SKILL**

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all times that safety work is being conducted for their benefit and welfare. It is not enough that the safety engineer accept as a fact that the basic reason for safety is the prevention of human suffering. He must believe it to be so. He must know it to be so. Above all, he must live it to be so. Are you convinced of this fact?—Western Pennsylvania ASSE Chapter News Letter.

INSTALLS PROJECTOR FOR SAFETY FILMS

We are arranging to install a 16 mm. movie projector in our plant and are endeavoring to set up in our safety program the projection of motion pictures depicting accidents peculiar to the grain elevator industry. We will show the two SOGES films Steve Halac of The Glidden Co., Chicago, has and also arrange for films having a general safety theme.—Charles J. Winters, Superintendent, Public Grain Elevator, New Orleans.

* * *

SIGNS OF THE TIMES

In a Grocery Store: "Ladies, Saturday is our busy day. Please bring your fat cans in on Monday or Tuesday."

GIVES OFF HCN IN STORAGE

Question: An inquiry has recently reached me from one of our terminal Superintendents which I am unable to answer, and it has occurred to me that either yourself or some member of the Superintendents' Society may have the information we require.

We anticipate handling a substantial volume of Rapeseed through the terminal in question and the point raised by the Superintendent is whether Rapeseed held in storage for any length of time will give off a noxious gas which might create a hazard for men entering the bin either during the time the seed is in store or after it is removed from the bin?

Running through a number of copies of GRAIN I find numerous references to gases generated by grain in store and to the necessity of taking every precaution for the protection of men entering the bins. However, I am unable to find any particular reference to Rapeseed in this connection and will greatly appreciate any information you may have available or which you may be able to obtain for me relative to this point.—H. R.

Very Much Like Flax

Answer: Any stored grain is a potential threat to life because of the CO₂ normally given off in the respiratory processes. Some authorities have also proven the presence of CO along with the CO₂. Hence the only safe procedure for men entering bins of stored Rapeseed is to use a tightly fitting oxygen mask.

That Rapeseed in storage would tend to give off HCN, very much the same as does flaxseed in storage, is attested to by Dr. Brockington of The Quaker Oats Company Research Laboratory. Originating from the section of the continent where raising and handling Rapeseed is common, Dr. Brockington is highly emphatic on the point of the deadly gas hazard ever present—and equally impressive on the necessity of taking proper precautions to safeguard life.

* * *

KINFOLKS

"I don't have any brothers and sisters," a Hollywood kid explained, "but I have three papas by my first mamma, and four mammas by my last papa."

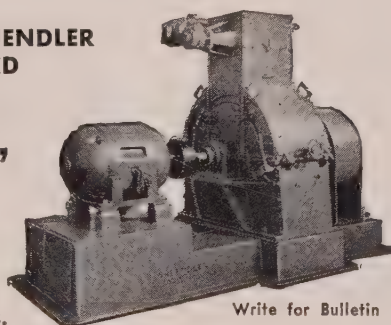
For Cooler and More Uniform FINE GRINDING Together with Large Capacity . . .

Look to the GRUENDLER
SLOW SPEED

**"PEERLESS
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FINE GRINDER

... Has the new type
Screen Lock for
fast screen changes.



Write for Bulletin

The new and improved patented features of the "ARISTOCRAT", so outstanding, have won the approval of the Commercial Feed Millers,—over one hundred of the large 150 H.P. "Aristocrat Units" have been installed in Commercial Feed Plants in the past two years.

For large production and fine uniform grinding of all free flowing grain and for the regrinding of dehydrated or sun-cured alfalfa you will find the Aristocrat Grinder your choice.

Also Mfrs. of Custom Feed Grinders



GRUENDLER

CRUSHER & PULVERIZER CO.

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RALSTON WINS HONORS

With an industrial safety record 97% better than the average for their industry, the Ralston-Purina Company, Davenport, Iowa, manufacturers of breakfast cereals and animal feeds, holds the coveted Liberty Mutual Accident Prevention flag.

Presenting the blue and white flag, Engineer Ralph C. Foster of Liberty Mutual stressed the importance, to employees and management alike, of the company's record of 767,000 man hours without a lost time accident during a three year period starting November 1, 1943. Plant Manager John Burrows and Vice President L. B. Stuart represented the company at the presentation ceremonies attended by the entire personnel.

POLIO NOT RELATED TO WEEVIL

In response to your inquiry about the allegation which you picked up in Kansas City to the effect that the University of Minnesota in their polio research work had determined that polio is derived from a weevil in wheat, I have a report from an authentic source in the School of Medicine that no such findings have been determined at the U. of M.

Furthermore, I was told that this rumor could neither be confirmed or denied, since the National Foundation for the Prevention of Poliomyelitis had made no grant which authorized them to conduct their polio research in this field of study.—Clifford A. Mac Iver, A-D-M Co., Minneapolis.

TEXAS CITY TERMINAL WRECKED BY BLAST

The 550,000-bu Texas City (Tex) export terminal belonging to the Texas City Railway Co. and leased to the Continental Grain Co. is believed ruined for any future use from a series of disastrous explosions and fires on April 16. The blow-up presumably occurred from the effects of the intense heat and surrounding gases arising from the catastrophic Monsanto explosions. The house was about three-fourths filled with grain, and in addition about 400,000 cwts flour awaiting unloading at the time of the holocaust will have to be added to the food loss. Sinking of a Liberty ship loaded with wheat is also reported.

Located less than 100 yards from the pier where the first nitrate-laden ship exploded, the loading gallery was completely demolished and the head-house so badly twisted as to be declared unsafe. Actually there was

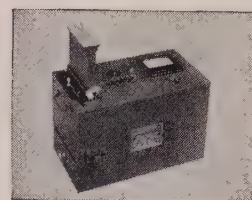
no fire or explosion within the elevator, the plant suffering from nearby explosions. It is thought likely the tank walls will cave in from the disintegrating pressures exerted when the grain is salvaged, or at least drawn off.

Two workers were killed, and Superintendent Arthur C. Benson, past SOGES president, and Hugh Stinson, grain inspector, both of whom were in adjoining elevator offices, were struck by flying missiles, the former suffering scalp and rib wounds.

"All tank tops were blown off, the 'texas' was demolished, and our head-house tank tops are off," reports Mr. Benson. "The demolished shipping gallery was 880 feet long, had two 42-inch belts 1640 feet long, each with a capacity of 25,000-bu per hour delivery to ship-side. Our unloading facilities and car shed, which were in operation at the time, were wrecked."



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As quickly as a sample can be weighed and dropped into the Steinlite, an instantaneous reading is obtained. By means of a conversion chart the reading is changed into actual moisture percentage. The entire test can be completed in ONE MINUTE. Steinlite operates on the radio frequency impedance principle, calibrated against official oven methods and guaranteed to give comparable results. No technical knowledge is required and no previous experience. The most popular rapid tester on the market for determining the moisture content of whole and processed grains.

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EQUIPMENT COMPANY

A QUARTER OF A CENTURY SERVING THE MILLING TRADE

Distributors of Crocker-Wheeler Motors, Square D Control, Worthington Pumps and Air Compressors, International Diesel Engines, Lovejoy Couplings, Weston Meters, Line Material Company's Transformers and line builders' supplies, as well as many other products.

Dust Tight equipment in stock for immediate shipment. Motors and Control for rent in emergency.

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CERT-O-CIDE GRAIN FUMIGANT

Firesafe . . . slow-gassing . . .
Kills all stages of infestation.

Case — 4 1-gal. cans . . . 2.10 per gal.
5 gal. lot 1.90 per gal.
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Freight prepaid on 100 lbs. or over.

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Sups Get City's Ear

PLEDGE COOPERATION ON REGULATIONS

At the regular monthly meeting of the Chicago District SOGES Chapter, held April 15, President Leonard J. Danielson, Arcady Farms Milling Co., and the Executive Committee decided to probe into the many rules and regulations emanating out of the City Hall chambers governing the construction and operation of grain handling and grain processing plants, including proposed costly alterations, expensive adjuncts often thought undesirable by management, high priced construction which is more dangerous than explosion-proof designs, along with a myriad of other requirements which have plagued individual members for the past decade. In promptly opening the meeting President Danielson said:

Not Here To Quarrel; Want Understanding

It is gratifying to observe the wide and representative cross-section of our industry represented by those in attendance, as well as the insurance

and actuarial experts upon whose judgment we rest so heavily.

The purpose of this meeting is for a friendly, helpful, enlightening, and constructive discussion with the Chief Engineer and leading authority of the Fire Prevention Bureau of the Chicago Fire Department on the regulations—past, present and future—governing the construction and operation of our respective plants.

I note there are several present whose plants are outside of the city, outside of the county, as well as outside of the state, and in addition to welcoming them to our discussions I know the speaker will be very happy to help them solve their respective problems and answer their queries.

Chief Engineer Frank J. Prindiville is very well qualified to discuss the pertinent subject before us. He has had a great deal of experience and his judgment is relied upon quite completely by our good friend, Chief Fire Marshall Mullaney, who has ad-

dressed up on former occasions to our pleasure and edification. It was friend Mullaney who suggested that Mr. Prindiville be invited to be with us tonight. Hence I know you are going to be just as happy as I am to welcome him to our round table discussion, as well as to hear what he has to say—not to mention accepting his thoughts in the same vein as we expect him to accept our suggestions and remarks based upon our many years of individual and collective practical experience.

Before I call upon Chief Engineer Prindiville for his remarks—and mind you I purposely told him that we did not expect a prepared speech—I would like to say that the representatives here tonight include plant managers, superintendents and assistants; insurance underwriters, engineers, and inspectors; designers, engineers, and construction specialists; safety and personnel managers, — among whom there are many mem-

Douglas

TETRAFUME—THE ORDER OF THE DAY

Your "Order of the Day" should include an inspection of all stored grain for weevil infestation. The winter storage period is ending, and the insects are ready to take over. A little warm weather brings an amazing response from dormant weevil, and their activity, once started, increases rapidly. You can head off this activity by using TETRAFUME now. A small amount applied during periodic turning periods will stop all infestation in its earliest stages. Your fumigation costs are reduced to a minimum, and your savings in loss of grain weight are much greater than the expense. Order today.



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Douglas Chemical and Supply Company

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bers of the National Fire Protection Association . . . Mr. Prindiville.

Major Fire Hazard

MR. PRINDIVILLE: I realize that I am not here to tell you how to operate your plants. However, we all realize that one of the major fire hazards of a city is a grain elevator or processing plant, however, to minimize this hazard the insurance underwriters have drawn up a tremendous amount of regulations pertaining to the operation and construction of grain elevators and processing plants.

It is often said that a fire in a grain plant can be put out with a hand pump in the early stages, however, unless the fire is NOT in its incipency, the usual experience is that the plant is a total loss. The main reason, of course, is due to grain or by-products dust in the elevator or processing buildings being mixed with air in proper proportions, which results in an explosion. No matter what is said regarding construction and protection, a small fire will cause all light dust to become mixed with air and result in an explosion.

A plant must be built of something better than ordinary timber, preferably reinforced concrete or corrugated iron. Regardless of construction, however, good housekeeping is all important. Next to consider is the type of occupancy, i.e., whether the plant stores any inflammable liquids or other dangerous materials, for there must be protection from all hazards including any open flames. Any grain elevator or processing plant, like any inflammable plant, is classified as a hazardous structure, consequently any open flame used for drying, heating or whatnot, as well as any smoking on the premises, is prohibited wherever it might be possible for an explosion to result.

Must Use Approved Equipment

Restrictions also apply to electrical equipment. All elevators and processing plants should be equipped with electrical equipment of non-flammable or non-sparking construction. Such equipment should be approved by the Underwriters Laboratories. In many cases the cost of tearing out the old equipment is prohibitive and many people feel that because they have been operating with the old-type equipment for many years without an explosion or fire, that they should be allowed to continue along the same way.

Recently there was a case wherein the city code called for a stand-pipe system. Now I know it to be a fact

that many old-time fire chiefs take the stand that any fire company officer who brings a company of men into a grain plant fire of great intensity should have charges brought against him because of the extreme danger. An inside standpipe system is something which might not be the wisest recommendation, because most elevators and processing plants are cold the year around and the standpipe must be kept dry to prevent freezing. Furthermore, in using a standpipe line, many times a play of a stream of water on chaff and dust would result in an explosion, consequently an inside standpipe system is of questionable value, in my opinion, and I doubt if anyone is now using such equipment. The fire department would hesitate to use it because of the hazards involved, furthermore, if a fire makes fair head-



"Do the wings make the landing any easier?"

way in the plant then water would be of little value and the men trying to put out such a roaring blaze would have little opportunity to escape from such a burning inferno.

Urges Close Contact

Business men have a great deal at stake in such buildings, but viewing everything from my own spot, I am definitely of the opinion that were I in their shoes I would definitely do one thing—and that is to see to it that my association kept in close touch with currently proposed amendments to the city's code applicable to my own locality and business. The code in the Chicago and other areas is at the present time undergoing wide changes and may even be re-drafted. If you sit back, as individuals and as an association, and take no steps to know about these amendments as they come up for discussion then have you any right to expect anything different than a code

which does not embody your best interests?

It is true that the men in any city council do make the laws without knowing, in many cases, anything of the business involved. Consequently it is up to you some how through your organization to keep in touch with such changes and amendments. Then when objectionable matters are proposed you can see that someone with authority to speak for your organization appears before the council committee and presents sound experience and arguments showing why a particular requirement is impractical from your standpoint.

Furthermore, if you feel that certain equipment would be of little or no value, then it is up to you to make known your opposition through the proper channels, and to express your intimate knowledge of your own business which you should know better than anyone else. The city's building and fire inspectors cannot always know every phase of each individual business as well as you know your own. So if the Society of Grain Elevator Superintendents shows a real interest in its industry, it will get every consideration from the city council—but you must make your needs and your wants known!

Law Makers Anxious For Help; Prepare For Night Fires

Council members depend upon architects and fire prevention engineers for help. Therefore be sure you know what is transpiring in your own industry as far as the city code is concerned so that if anything is being put in the code which is impractical from your standpoint you can voice your objections. It might even be possible, through your suggestions, to effect the same results through a different procedure.

Every big plant in your industry is usually located in some out of the way location which makes it difficult to reach with ample water supplies. Too often fire fighting equipment is available but an adequate water supply is not. So, in revamping plans for plants such as you men operate, make certain of a good water supply. Make sure there are adequate fire roads, and by that I mean roads which in wet weather will permit heavy fire fighting equipment to get through without bogging down. See that the fire plugs are easily accessible. In cases where a plant is located on a slip or waterway, see to it if possible that the fire road leads to such a water supply close enough to either head-in or back-in the proper equipment to reach the water. Make sure that the edge of such water way is so constructed as to

prevent equipment from bogging down in soggy ground or even slipping into the water.

Many times fires break out at night when it is not possible for the fire equipment drivers to see how close to the water's edge they may be, so a guard piling of some sort should be erected to help prevent accidents to equipment. Another important point is to make sure that there is sufficient pressure, night and day, from fire plugs near your plant, because obviously water without sufficient pressure behind it is practically useless in fighting a fire.

Discussion Interesting

EMIL BUELENS, The Glidden Co.: The city fire department was interested in visiting our plant, and made certain recommendations. Our insurance carriers, on the other hand, made recommendations that sprinkler systems be installed—which was strictly contrary to the fire department's recommendations. Worst of all is that now the city council's regulations prevent the installation of such a system. There is something in the code which prevents installation of a sprinkler tank at an elevation of 130 feet, yet our elevator head house is 7 stories high. What are we to do?

MR. PRINDIVILLE: Sometimes a good ordinance may strike one industry very hard. In some locations, because of aviation regulations, no building can be erected above three stories. Normally we will approve of a sprinkler system unless there is not sufficient water pressure to lift a stream of water to the correct height. The reason the sprinkler tank was not approved for your plant was because of aviation regulations — which naturally can only govern new construction and not existing structures.

STEVE HALAC, The Glidden Co.: Because of standpipe regulations being what they are, why, if such regulations are not generally enforced, should anyone be singled out for punishment? In specific cases, many cannot comply with the general code. Our firm was hauled into court and fined, even though to comply with the regulations would be a needless expense and the installations utterly useless.

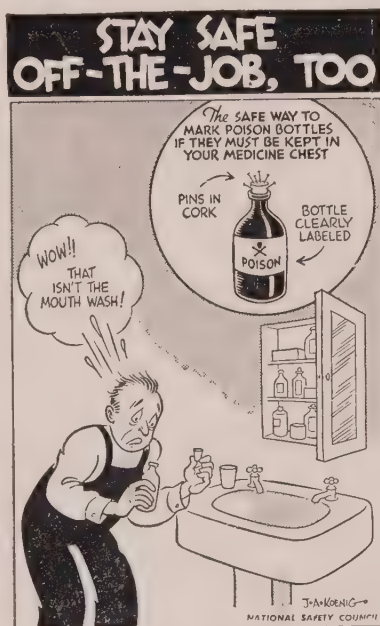
Must Be Vigilant

MR. PRINDIVILLE: In many cases the courts are inclined to agree with the Bureau, but because of court and newspaper reporters in court at the time, "the heat is on," politically, and for obvious reasons many things cannot be said. I can

only repeat, keep in touch with the ordinances and amendments being proposed so that if something comes along to which you find objection you can go to bat about it. Take your troubles before the city council for redress! This also applies to all other segments of your industry.

Recently someone in your business was required to install dry risers, but I doubt if anyone will use the equipment. If any firemen do it will be their death warrant. I would recommend, instead of dry risers, use of a few fog nozzles.

Today there are many fire traps still operating as elevators and plants, while your plant, Mr. Halac, is considered a fireproof one. In six or eight months matters similar to your problem will be brought up in the city council, so keep in touch so that



you will know when such meetings will take place so that standpipes will not be required in a grain elevator or plant. Bring in firemen and fire chiefs to testify and see if you cannot get an exception made of grain elevators—or else get something superior to standpipes. You are out of luck if you don't take it up before the city council at the time the code is being revised.

There are many things to check into, but it is up to you to have representatives who can keep up on trends and amendments so that you are represented at hearings and can present data and facts for your side. Keep in touch with groups who are interested in your type of equipment. You must fight to keep your segment of the industry protected. You must keep on your toes and go to bat for your own protection.

Wants Construction Consideration

CHARLES E. HARBIN, Underwriters Grain Assn.: The NFPA code provides that elevators shall be built of the lightest practicable construction. Our interpretation of that is steel construction with corrugated iron siding. In two cases recently the city has absolutely refused to permit that type of construction, insisting on reinforced concrete. Is there any possibility of the city getting into accord with the NFPA requirements on this dust explosion proposition? If so, what can we do about it? The original plans were drawn up strictly in accordance with NFPA regulations.

MR. PRINDIVILLE: The code is drawn up with this in mind. The building department sets up certain regulations. I think the grain elevator people, if they have a particular problem, should present the matter to the city council with this other angle in mind; if such a building is isolated so that in the event of an explosion it could not do too much damage to surrounding property, it would be permitted. The city council might permit exceptions to certain sections of the building regulations if you take your problems before them. I know light corrugated metal is preferable to concrete because of the danger of incipient explosion. Remember what I said before; within the next six months have a representative of your group go before the Council for help.

LYOYD E. FORSELL, Albert Schwill & Co.: There is a regulation which says every grain storage bin shall have a temperature control for registering temperature of grain to help combat fire hazards . . . Why? . . . From spoilage of grain you will know about it before any explosion is imminent. Grain in a bin does not explode, although bulk screenings will blow up and start a fire. It is poor operation of an elevator when grain is not moved to keep it in condition.

MR. PRINDIVILLE: Temperature devices should be taken up with the Council for remedy.

Courts Requiring Bin Thermometers?

MR. FORSELL: But why should it be in the code? Good operators take care of their stock. Columbia Malting Co., one of our competitors, has been forced to install a temperature control device by the courts.

MR. PRINDIVILLE: The average judge sees a grain elevator or processing plant from a distance of two miles or more, and when "the heat is on" the judge is inclined to stand on the violation and charge the fine. Again

I say, the place to start helping yourselves is with the code. Every eight to eleven years a new code or a change in the general practice of the code takes place. There were changes made from 1931 to 1939. Another new code is due in a year or so, so take your action now. You have enough at stake to take interest.

I am willing to help you as much as I can and would suggest that each of you comb through the code and see what needs to be changed. The code treats each building occupancy from all angles. There is a tendency to have a unified city inspection service, however it is impossible to have a man well versed in every phase of every business. The code is drawn so no fine line is drawn between the building code people and the fire department—and sometimes they overlap.

The grain elevator codes are shown in chapter 51 under "Hazardous Use Units." In the matter of construction, all matters pertaining to grain elevators and plants should be in chapter 51.

Invite Fire Department Often

Another important thought—see that the fire department has a definite plan for working with your elevator operators in extinguishing a fire. Invite the personnel from your nearest station to visit your plant so that they may know its lay-out, know the people in charge, etc.

DEAN M. CLARK, SOGES Secretary: In the event of an explosion there has come up the question as to which way doors opening onto stairwells should swing. The discussion on this in connection with the NFPA code committee work proved to be so controversial that the matter was side-stepped, although I feel it really should not have been. In grain plants it would be best to have doors swing into the elevator from the stairwell. The direction in which a door should swing should be discussed thoroughly.

MR. PRINDIVILLE: After the Iroquois Theater fire all doors were required to open outward. Your reasoning should be brought before the city council showing the necessity of having doors swing the way you want them to.

About fire drills, our department does send out men to have fire drills in coöperation with the men in the plants. Get in touch with your local battalion chief in your district and have him go over the building with you. He will probably be happy to work with your employees. If you don't know the particular fire unit in

your district, contact the Fire Prevention Bureau for information.

All plant operators should invite their local fire chiefs to inspect their plants periodically. And remember, there are two at each station, each on a 24-hour shift. You will find them to be coöperative for the most part.

All Markets Should Do This

Wouldn't it be advisable for your Society to appoint a committee to watch such developments and report to the entire organization as they come up? I think so. You know your own ideas of hazards and requirements, so get them before the code makers. Proceedings on such matters are available from Robert Campbell, Room 108 City Hall, Office of the City Clerk.

PRES. DANIELSON appointed Charles E. Harbin chairman of this



"What makes you think you'd make a good butcher?"

committee, with Emil Buelens and Lincoln Scott as members.

Falling Flag-Pole Kills Employee

Lincoln Scott reported a freak accident. At his plant the flagpole had been recently inspected and found apparently to be in good condition. However, during a storm, the pole snapped and a section of it fell, striking a passing employee, causing instant death.

Later inspection showed that the interior of the pole had corroded to such an extent that breakage was possible with some pressure by wind.

314 MILLS GRIND 92% FLOUR

During February, 1,103 mills ground 57,162,000 bu. wheat as compared with 64,575,000 bu. ground by 1,107 mills during January, and 59,361,000 bu. ground by 1,078 mills the year previous. Of the current grind, 314 mills ground 92.3%.

COUNTRY SHIPPERS BEING EDUCATED

Boards, grain doors and other projections on the floor of cars loaded with grain have caused many accidents to power shovel handlers, reads a warning in the *Farmers Elevator Guide*. When the shovel strikes a board nailed to the floor, the handles kick up and over, sometimes striking the operator and sometimes throwing him in front of the shovel.

[Those who must unload improperly prepared cars of grain and bulk grain products wish the trade papers circulating to country shippers would carry such a warning in every issue, so that perhaps in time this big source of severe accidents could be eliminated.]

AUSTRALIAN CARS AROUSE INTEREST

The "GRAIN" cover-page picture of the bulk wheat trucks used here caused some interest in the U.S.A., as enquiries were received from there by the Australian Department of Information in regard to illustrations and information of a similar nature.

Remember me to all my many friends in the U. S. and Canada.—L. S. Harrison, Wheat Commissioner and Manager, Government Grain Elevators, Sydney, N.S.W., Australia.

QUEEN ELIZABETH LOADS FLAX

The Sea Queen, liner "Queen Elizabeth", was loaded with 250 tons of flax seed recently, instead of a higher revenue cargo of jewelry and furs, in a race with spring planting time in England, thus aiding in rehabilitating flood-devastated areas. The seed had to arrive before May 1. Tractors had been working night and day preparing the land.

CARLOADINGS 10% AHEAD OF '46; 15% AHEAD OF '45

Carloadings of grain and grain products for the past four week period have shown a strong increase over those of previous years, and were, for the weeks ending:

April 5	49,189	37,574	46,341
April 12	45,732	35,299	49,759
April 19	48,438	34,396	51,299
April 26	47,578	33,096	52,725
17 weeks	872,901	792,885	761,186

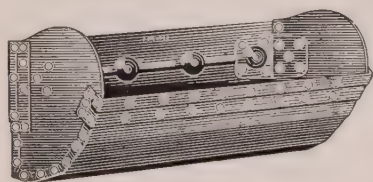
For comparative purposes, cumulative loadings for the same period in 1944 totaled 811,015, and in 1943 were 806,253. The 1947 loadings are 10.1% ahead of those of 1946, and 14.7% ahead of those of 1945.

Billion Bushel Winter Wheat Crop Predicted

WOULD BE BIGGEST EVER HARVESTED

The first billion bushel winter wheat crop in U. S. history was just predicted in a USDA report which said, however, that prospects for spring sown crops are dimmed by a backward season. Shifts to corn, soybeans, flax and other crops are being forced by the delay in seeding intended acreages of spring crops, particularly oats, due to excessive moisture and cool weather which is keeping farmers out of their fields.

May 1 conditions indicated a winter wheat crop of 1,025,789,000 bu., or 53,000,000 bu. more than was forecast a month ago. Last year's crop, which was the record to that time, totaled 873,893,000 bu. Production for the 10-yr. (1936-45) period averaged only 653,893,000.



THE FACT STILL REMAINS
that

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are
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will

LAST LONGER
have

GREATER CAPACITY

and will operate more efficiently
at less cost than other elevator
cups.

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K. I. WILLIS CORPORATION
MOLINE, ILLINOIS

for names of distributors
and analysis form No. 20

Farmers planting intentions for spring wheat indicates a production of about 265,000,000 bu. as compared with last year's harvest of 281,000,000 bu. This would bring the two totals to 1,290,000,000 bu. compared with last year's record production of 1,155,715,000 bu.

The production forecast for rye was placed at 24,662,000 bu. compared with last year's unusually small crop of 18,685,000 and a 10-yr. average of 37,934,000 bu.

WARTIME RECORD OF FARMERS

Crop production in 1944 exceeded that for 1939 by 477 million bushels of corn, 125 million bushels of sorghum harvested for grain, 171 million bushels of oats, 2 million bushels of flax, 21 million bushels of rice, 100 million bushels of soybeans, 8 million bushels of peas, 854 million pounds of peanuts, 7 million tons of alfalfa hay, 10.1 million tons of clover and timothy hay, and 38 million bushels of Irish potatoes.

This wartime record was accomplished without a significant expansion of cropland and notwithstanding insufficient supplies of labor, machinery, and other essential farm materials.

CANADIAN PLANTING TO DROP

Canadian farmers have indicated they intend to seed 25,097,800 acres to wheat this year, states the Dominion Bureau of Statistics, a decline of 802,300 from the 25,900,100 acres seeded in the 1946 season.

The spring wheat acreage, sown principally in the prairie provinces, will total 24,486,800 against 25,354,000 last year, and the fall wheat acreage, mainly an Ontario crop, will come to 611,000 compared with 546,100.

"You seem to have had a serious accident."

"Yes," said the bandaged person, "I tried to climb a tree in my car."

"What did you do that for?"

"Just to oblige a lady who was driving another car. She wanted to use the road."

SLASH JUNE EXPORT QUOTAS

Drastic reductions in grain and flour allocations for June shipping were announced by the USDA with the biggest cut coming in projected wheat shipments. Allocations of 1,002,000 long tons were broken down as follows: wheat, 106,000 long tons; flour, 403,000 long tons (in wheat equivalent); 396,000 of corn; 52,000 of barley; 27,000 grain sorghums, and 18,000 of oats.

EUROPEANS WON'T EAT CORN

The materially smaller export grain allocations for May and June were expected, but they represent tacit administration admission that we can't change European eating habits in a matter of months.

The reductions from the level of shipments up to now are primarily the result of refusal of Europeans to accept corn for food. About the best that this government has been able to do is to convince them they should use up to 10 per cent of corn in mixtures with wheat for bread.

The White House officials who have been handling the export program recognized this months ago, but the Department of Agriculture, anxious to avoid a corn oversupply in this country, has, in effect, been trying to dump American corn in European markets. The department wanted to pry all corn possible from farms and other storage that remains of the big 1946 crop, well in advance of the new harvest.

The department fears another bumper crop, but from the current price of feed, despite the large amount of corn still on hand in this country, a slight oversupply is just about what is needed.—*Chicago Journal of Commerce.*

The absent-minded professor walked into the village barber shop, sat down in the chair and requested a haircut. "Certainly, sir," said the barber. "Would you mind taking off your hat?"

The professor hurriedly complied. "I'm sorry," he apologized. "I didn't know there were ladies present."

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Consider Changing Soybean Standards

HEARINGS ON SOYBEAN GRADES

Four informal hearings will be held at Toledo, Peoria, Chicago and Cedar Rapids, on May 12-15, in connection with proposals to amend the official grain standards of the USDA for soybeans.

These hearings will be held to consider changes relative to splits, damaged kernels, foreign material, moisture content, "yellow" and bicolored soybeans.

At the same time consideration shall be given proposals to amend the regulations under the U. S. Grain Standards Act so that the moisture content of soybeans will be shown in whole and half percents instead of whole and tenth percents, and to require licensed inspectors to state the moisture content on all certificates of grade issued for soybeans, except for export shipments.

All persons interested in the proposed amendments may present their views and opinions orally at the May hearings or they may submit written data, views, or arguments to the Director, Grain Branch, Production and Marketing Administration, United States Department of Agriculture, Washington 25, D. C., to be received by him not later than May 29, 1947. Decisions will be made after that date as to whether or not any or all of the proposed amendments shall be promulgated.

NITROGEN FERTILIZER CAN RUIN MALTING BARLEY

Experiments at Woodstock, Ill., showed that phosphate fertilizer hastens the maturity of barley, increases the yield and improves the malting quality. On the other hand, nitrogen fertilizer, when used alone, retards the maturity of barley, lowers the test weight and raises the protein content of the grain to an objectionably high level.—Dr. John H. Parker, Director, Midwest Barley Improvement Ass'n, Milwaukee.

* * *

"Daddy, what's the difference between prosperity and depression?"

"Well, my son, in prosperity we have wine, women and song. In depression we have beer, mamma and the radio."

ON GRADING BARLEY

Messrs. Al Flanagan and Len Hunt of Jos. Schlitz Brewing Co., Milwaukee, read the following Cargill News Letter written by John E. Klingen, and thought it sufficiently meritorious to suggest publishing it in GRAIN for everyone to read. While directed primarily at the country elevator buyer who is interested in increasing his knowledge in the handling of barley, Mr. Klingen's experienced remarks apply equally well, point out Messrs. Hunt and Flanagan, to grain men handling barley for the malting trade. Mr. Klingen writes:

The grading, or should we say, the examining of barley is No. 1 on the list for the country elevator buyer. After getting a good average sample he should then smell of it to detect any obnoxious odor, and also pearl a portion of it to determine if it is mellow, semi-mellow or hard barley—and also if it contains any pink or heat damaged kernels. Then the correct dockage should be determined and, following this, the soundness is very important.

The discounts in the terminal markets are to a large extent made on the basis of the soundness. In other words, if a car grading 100 percent sound is worth the top of the market, a car with only 90 percent would be discounted several cents, because it costs money to clean out wheat, oats or other foreign material—and if it cannot be cleaned out, it is a total loss when making malt.

Test weight is important, but not to the extent of increasing the amount of skinned or broken to gain test weight. In the process of malting, the kernel of barley must be germinated and sprouted again, and a kernel that is skinned or broken will not give a high conversion of starch to sugar, so, therefore, a malster prefers a sound kernel.

After determining the test weight, dockage, etc., he then should know the variety. Not so much as to whether it is Wisconsin 38 or Kindred "L" barley, but to be sure it is not a mixture of trebi or turo barley.

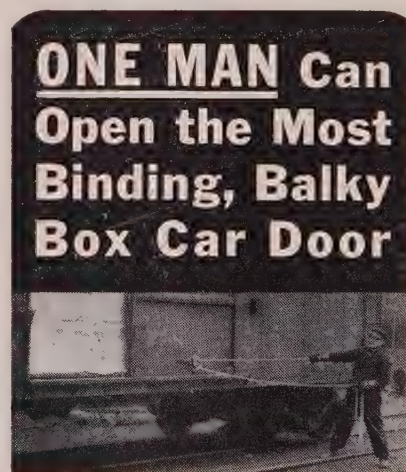
Good six-row barley with these mixtures are discounted heavily in terminal buying.

The next important step for the country buyer is the lotting. Unfortunately country elevators do not have enough bins for barley and some are forced to put all their barley in one bin, but wherever possible, we suggest to lot it according to variety, etc. In other words, bear in mind if you are handling barley suitable for

malting, try and make it as good as you can to get the best price. When loading a car for terminal shipment, make the loading uniform, as cars with two and three part samples are discounted in price.

NEW OATS GRADE

June 1 is to be the effective date of a new special "medium heavy" grade of oats previously described in these columns. The special grade applies to "oats of any class of Grades 3, 4 or sample which have a test weight per bushel of 30 lbs or more, but less than 35 lbs," the USDA points out.



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NO strained muscles • NO slips or falls • NO broken or mashed limbs
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Only \$22.50 each
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ORDER TODAY!

THE MINING SAFETY DEVICE CO.
DEPARTMENT G-5 • BOWERSTON, OHIO

Central States Group Works Fast

They came! They decided! They acted!

Twelve interested plant executives met at the Riley Hotel, Indianapolis, May 9th, talked over the desirability of forming a Chapter of the Society of Grain Elevator Superintendents, decided it was advantageous, and came out of session with the coveted results accomplished.

Not only that, but they likewise determined among themselves that holding an annual SOGES continent-wide convention in Indianapolis would in reality help them, as well as to be enlightening for the visitors from coast to coast, so they decided to issue an invitation to the approaching SOGES convention meeting in Kansas City the following week.

Embracing a radius of 250 miles, letters presented by SOGES Director M. M. "Mac" Darling, Acme-Evans Co., Indianapolis, indicated that the new Chapter in the future could expect a regular attendance from Ohio, Kentucky, Michigan and Illinois—as well as association-minded Indiana. Hence the group wisely selected the name of Central States SOGES Chapter.

Much to Discuss

With representatives present from Ohio and Illinois for a starter, the trend of the discussion was that regardless of the fact that they came from grain, flour, feed, soybean and kindred phases of the industry, they had many, many things in common to talk about, that too many operations were old fashioned and costly. "We are in responsible positions," they reasoned. "Management relies upon us to operate efficiently, economically, safely, and profitably. There is not

one of us but who could be helped through a regular interchange of ideas!"

Discussing their every day problems with one another is what leads to new developments, new techniques—for every meeting is certain to develop ideas that will result in assisting one another, and in so doing, they argued, they would be doing top management a good turn at every meeting. Quickly arriving at the conclusion that there were no such things as hush-hush "secrets," all felt they previously had no vehicle for meeting regularly and discussing common head-aches, but that now that they were forming a Central States SOGES Chapter they intended to make the most of it.

"I never went to an SOGES convention," spoke hard working Chairman Darling, to whom all the credit was given for calling this meeting, "but what I paid for the trip to management many hundreds of times. I have been helped, and so can we all be through our monthly conferences." Predicting fast moving changes in industry in the decade ahead, he told of the helpful SOGES conventions, its programs, and other Chapter meetings.

"But let's remember," added Jack Little of The Glidden Co., Indianapolis, "that we all must PUT IN to GET OUT." None of us can go to any meeting without coming away with accrued benefits, but the more we contribute the higher our dividends."

Elect Officers; Directors

Being of the same mind, the gathering moved to select officers and directors, a regular meeting date and a regular executive committee meet-

ing date, with the following results:

President—M. M. Darling, Acme-Evans Co., Indianapolis.

1st Vice—Charles Streich, The Glidden Co., Indianapolis.

2nd Vice—R. Jack Little, The Glidden Co., Indianapolis.

Sec'y-Treas.—N. R. Adkins, Ralston-Purina Co., Lafayette.

The First Vice President is charged with the responsibility of Chapter programs, while the Second Vice President will have new membership and attendance under his wing.

Three of five Directors to be chosen were decided upon, including:

Clifford C. Steiner, Central Soya Co., Decatur, Ind.

Howard Habegger, McMillen Feed Mills, Inc., Marion, O.

Ross Curless, Goodrich Brothers Co., Winchester, Ind.

The second Friday of the month is to be the Chapter's established meeting date, with the Executive Committee meeting two weeks before every Chapter meeting to discuss and plan each approaching program for greatest success. In addition to planning for a meeting of at least 30 at their Friday, June 13th meeting, scheduled for the Lincoln Hotel, Indianapolis, opening with a 7:00 p. m. (DST) dinner (to which everyone is cordially invited), they plan to invite the entire Chicago Chapter to a fall meeting, and to return the visit when Chicago holds its annual Associates' Night Fun Fest, usually in December.

So, as is typical of most gatherings of this nature, the last delegates left for home or their trains well after midnight, being too absorbed in the discussions on everything from manpower to 50 foot truck dumps to even notice the hour. It takes no genius to prophesy that the Central States SOGES Chapter will make an outstanding success of their undertaking—including the annual SOGES convention in 1948.

Among Those Present

Among those present were:

N. R. Adkins, Purina Mills, Lafayette;

Myril Barham, Goodrich Bros. Co., Winchester;

R. J. Little, Harold Koch, Charles Streich, and Noel Westbrook, The Glidden Co., Indianapolis;

Howard E. Habegger, McMillen Feed Mills, Inc., of Ohio, Marion;

Clifford C. Steiner, Central Soya Co., Decatur;

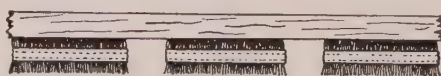
Ross Curless, Goodrich Bros. Co., Winchester;

Harold Wilber and wife, A. E. Staley Mfg. Co., Decatur, and

Dean M. Clark, SOGES Secretary and "GRAIN," Chicago.

BRUSHES

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of Quality Materials.



Separator Brushes

We can furnish Separator Brushes for any machine.

The STAR Warehouse Push Broom

This is the broom that is used by most large terminal elevators for sweeping grain out of box cars.

Write for Prices

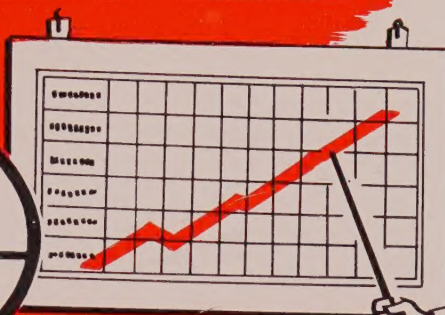
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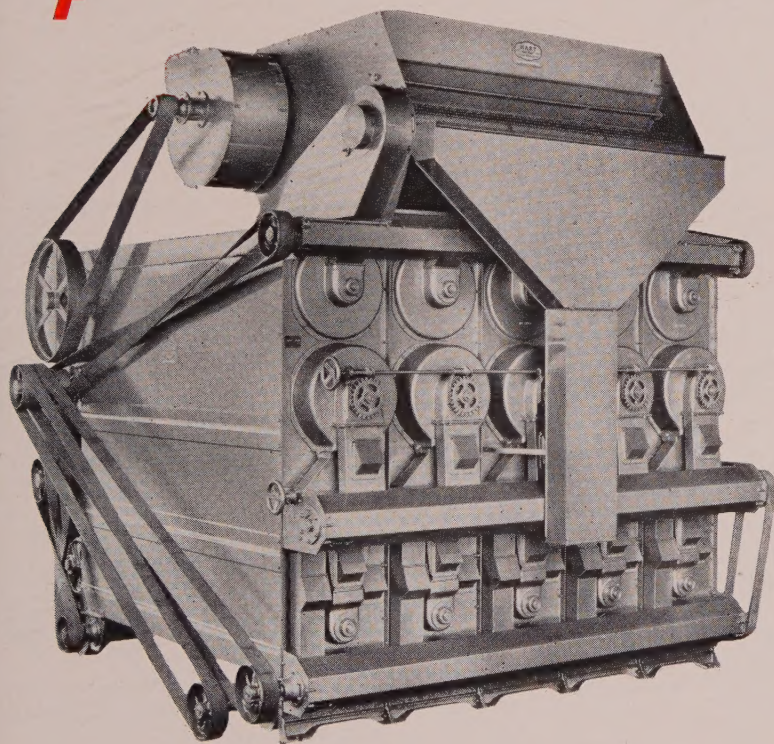
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HERE'S PEAK PERFORMANCE In the ALL-CYLINDER FIELD

For terminal elevator operators who prefer straight cylinder separating, Hart-Carter offers in the Uni-flow line a series of improved all-cylinder cleaners that establish new standards of efficiency, capacity, performance. The Hart Uni-flow Grain Separator provides in a single unit a complete system for the cleaning and processing of grain. It cleans, separates, scalps and aspirates, all in a single operation. Among cylinder type cleaners it is by far the leading machine. It is simpler in construction, more accurate and flexible in separating results. An exclusive feature of the machine is the Hart Uni-flow control—a device that maintains uniform grain line and uniform flow of grain in the machine at all times. Cylinders are entirely enclosed eliminating the dust nuisance. Available in sizes to fit your needs. Write for full information now.



HART-CARTER CO.

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CYLINDER Separation at its BEST

LADIES WON'T BE OUTDONE

"Well, the men meet every month, don't they?"

"Yes."

"Then why shouldn't the gals do the same?"

That stumped me. I couldn't answer, or rather I thought I'd better not.

But I did find out that on May 27th a group of the Chicago SOGES Chapter members' wives were going to lunch together and form the nucleus of what they hope will be the largest Women's SOGES Auxiliary on the continent. Initial plans call for monthly gatherings; however, the subjects to be discussed will undoubtedly NOT include leg chokes, head and boot troubles—well, I'll stop there.

Dues? Well, nothing has been said about that as yet.—Leonard J. Danielson, Arcady Farms Milling Co., Chicago SOGES Chapter President.

KREINER DIES AT 90

William E. Kreiner, 90, president of the barley malting firm of William E. Kreiner & Sons, which he founded in 1878 at the age of 21, died on April 15. A pioneer in Buffalo's grain malt industry and active in civic affairs during the city's early development, the firm grew under his guidance to be one of the largest malting businesses in Buffalo.

POW ELECTED FIRM DIRECTOR

R. B. Pow, Resident Manager of the Reliance Grain Co., Ltd., Fort William, and a director and past president of the Superintendents' Society, was just elected a member of the board of directors of his company, whose headquarters is in Winnipeg. Mr. Pow has been with the firm since 1916.

Active in the life of the community, Mr. Pow served as an alderman of Fort William from 1929 to 1932 and 1937-38, and was mayor of the city for four years, from 1933 to 1936. He has taken an active part in the Victory loans of the country and in many other civic, charitable, and church activities of the community.

LOSES WIFE THROUGH ILLNESS

Clarence Bach, Minneapolis, Superintendent of Froedtert Grain & Malting Co.'s "Union" Elevator which burned in December, lost his wife shortly afterwards, following a serious illness.—Clifford A. MacIver, Archer-Daniels-Midland Co., Minneapolis.

* * *

*All the gals tote little cases,
Designed for making up their faces.
I wish they had some other kinds,
Designed for making up their minds.*

MOST CERTAINLY IS ELIGIBLE

Enclosed is our check for membership in the SOGES, including the annual safety contest, and subscription to GRAIN. We are processors of 2,500 bu soybeans per day, and also operate a merchandising department handling carlots and trucklots of grain. We have a grain drier, federal inspection and federal warehousing. We're located on the Pennsylvania and Nickel plate railroads, and are in a position to unload and load cars on each line. We have two truck dumps with receiving capacity of approximately 10,000 bu. per hour, and total storage capacity of 750,000 bu. We believe that we should be eligible.—Floyd E. Hiegel, President, The Delphos (O.) Grain & Milling Co.

WELLER TO EXPAND

Plans have just been completed for an extensive new addition to the B. I. Weller Co. plant in East Chicago, Ind.

Production will be streamlined with the most advanced type of modern equipment and manufacturing facilities will be enlarged to meet the growing demand for the Calumet Cup with the patented Logarithmic construction, according to Marshall George, Vice President.



How

DUAL CLONE

Dust Collectors CUT grain cleaning COSTS

HERE'S HOW you'll save on your grain cleaning costs with the 97.5%* separating efficiency of **DAY DUAL-CLONE** Dust Collectors:

1. Removes MORE dust from air. Patented 2-stage skimmer stack gives maximum separating efficiency over wide range of volume.
2. Saves power. Smooth, continuous, cyclonic air travel from inlet to outlet saves power by reducing back pressure...eliminates power-consuming eddy currents.
3. Cleans grain better. Power saved gives an extra air volume for more efficient grain cleaning.

*By actual test with Medium Flour.

DUST COLLECTORS & DUST CONTROL SYSTEMS • BAG CLEANERS • EXHAUST FANS • TANKS, BINS AND HOPPERS

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SINCE 1881



Columbus Believed in Curves AND DISCOVERED A NEW WORLD

Elevator Operators are discovering that the elevator cup with the Logarithmic Curve provides far greater capacity, permits a far wider range of speed than old style buckets ever could. Are discovering that the

CALUMET SUPER CAPACITY ELEVATOR CUP

abolishes backlegging . . . that super capacity loads scooped up with a clean sweep in elevator boot are completely discharged at the proper time, in the proper place, at the elevator head.

You can take this Elevator Operator's word for it when he says: "Replacing old style buckets with the Calumet proved a profitable adventure with us. No more long line of waiting trucks and peeved customers during peak season."




ASK YOUR JOBBER

Or write for capacity data sheet

B. I. WELLER CO.
327 S. La Salle Street
Chicago 4, Illinois

Weller Pat.
1944932



Weevil-Cide SPLITTERS

COULDN'T FOOL HER

Husband: "It's funny, dear, but the biggest idiots seem to marry the prettiest women."

Wife: "Jack, that kind of flattery won't get you anywhere. What have you been up to?"

* * *

REALLY NOT NECESSARY

"Not very many women take up law."

"Yeah, I know. Most of them prefer to lay it down."

* * *

PREMATURE ADVICE

Wife: "Did you go to the doctor today, Don?"

Husband: "Yeah."

Wife: "What did he say was the matter?"

Husband: "Nothin' much. Said I'd been working too hard probably. He said all I needed was a little sun and air."

Wife: "But, dear, didn't you tell him we couldn't afford one just yet?"

* * *

BLACKOUT

She was only a photographer's daughter, but what results she got when she sat in a dark room and awaited developments.

* * *

BALD STATEMENT

Daughter: "Mother, is there much difference in men?"

Mother: "No, dear. Some of them just keep their hair longer than others."

BUMPY

Wife: "What was that bump?"

Husband (from bedroom): "I bumped my crazy bone!"

Wife: "You should be more careful, Alfred. You're always bumping your head on something."

* * *

LIKELY TO GET HIS WISH

She: "Don't you think it's dangerous for you to stay any longer?"

He (boastingly): "No. I like to live dangerously. I want to die with my boots on."

She: "Better put them on then. Here comes my husband!"

* * *

MEOW-R-R!

Kitty: "You certainly look cute in that low-cut gown, Millie."

Millie: "Oh this? It's just a simple frock I wear to teas."

Kitty: "To tease whom?"

* * *

INJUSTICE

An old colored man was complaining about the railroad refusing to pay for his mule which had been killed by a train.

"Dey won't pay for mah mule. Dey won't even gimme back mah rope."

"What rope?" he was asked.

"Why, sah," he replied, "de rope ah done use to tie the mule on de track."

* * *

STORM WARNING

Wife (to husband reading paper): "I want to do some shopping tomorrow if the weather is nice. What does the forecast say?"

Husband: "Rain, hail, sleet, snow, thunder, lightning and high winds."

* * *

ON THEIR OWN

Father (to suitor): "Are you sure you can support a family?"

Suitor: "Well, no, sir. I'd only planned to support your daughter. I'm afraid the rest of you will just have to shift for yourselves."

ORIENTATION

A party of cross-country motorists tried to take a short-cut between two main highways down in the Ozarks and got on a road that seemed to lead nowhere. After driving for an hour without meeting anyone, they were relieved to see a boy of 7 or 8 walking along the road.

As the car approached the boy and stopped, the driver spoke to him: "We got off our road back here, my boy. Does this road take us to the highway to Tulsa?"

"I don't know," said the lad.

"Well, how far before we come to a town?"

"I don't know, sir?"

"Well, how would we get back to that east-west highway we left?"

"I don't know that."

"You don't know much, do you?" said the driver in a disgruntled voice.

"No, sir," said the boy. "But I ain't lost."

* * *

OVERTIME

Night watchman (at elevator): "How come you're gettin' to work so early, Bill? You look all in."

Bill: "Well, I didn't get home 'til after daylight. I was just undressing when my wife woke up. She asked me, 'Aren't you getting up pretty early, Bill?' Well, what could I do. I just put my clothes right back on and came down to the elevator."

* * *

INFLATED VALUE

A boy was selling a litter of half-grown puppies.

"What are you asking for them?" a prospective customer inquired.

"A dollar each—except for that one with the black spot on his head."

"How much for him?"

"A dollar and ten cents."

"Why the difference?"

"Well, he swallowed a dime this morning."



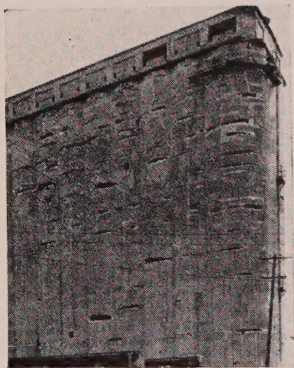
THE **Weevil-Cide** COMPANY
THE DEPENDABLE GRAIN FUMIGANT

1110 HICKORY STREET
KANSAS CITY, MO.

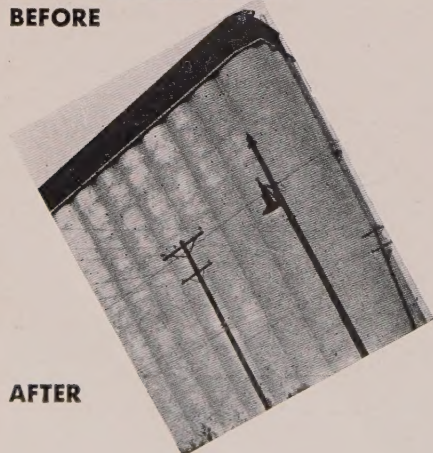


For More Protection

- The weather is continuously "gunning" for elevator structures . . . freezes and thaws . . . rain and snow . . . heat and cold result in disintegration, cause cracks that permit leaks and promote loss.
- What must be done to repair the damage, to keep cracks bridged and surfaces permanently watertight?
- Here are the "musts" of the B. J. Many Company.
- All disintegrated concrete must be chipped away and rigidly restored with Gunitite under heavy pressure. All surfaces must be sandblasted and waterblasted. Then, on this clean, sound base, not one or two or three, but **FOUR** coats of extremely flexible, waterproof In-Fil-Tro-Flex must be applied.
- A B. J. Many job costs more, its worth more; it lasts longer . . . and that's what counts. Cheap materials and faulty workmanship represent false economy. Remember, costs for removing improper materials and doing a correct job later are an unnecessary expense.



BEFORE



AFTER

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